There have been, the Member continued, frequent complaints about cargo boats often experiencing very great difficulty in the Commercial Canal, owing to dearth of water, especially in the 3rd and further sections of the Canal and he suggested the Canal being deepened every summer.

Finally, he doubted the utility of a European Port Officer for Alleppey and observed that, however clever and sympathetic he might be, it was not likely that he would be able to understand local needs clearly, especially because there were both European and Indian merchants doing the same line of business. He, therefore, suggested the creation of a Port Trust, to be composed of Indian and European merchants, to advise the Port Officer.

In conclusion, the Member summarised his suggestions for the development of Commerce thus :—

(1) The creation of a Commercial Intelligence Department with an Advisory Board.

(2) The necessity of instituting a survey of the commercial conditions in Travancore, and placing the work in the hands of a sympathetic Indian official and one or two merchants.

(3) The establishment of Commercial Associations and Advisory Boards in every taluk and leaving the working of such bodies entirely in the hands of non-officials.

(4) The opening of a State Bank and the grant of further financial facilities for trade.

(5) Institution of lectures in every Village, on Commercial subjects, by men who are experienced in Commerce.

(6) Suggesting remedies for overcoming the Indian merchant's difficulties in the matter of shipping and landing.

(7) Making Foreign Court *ex parte* decrees non-enforceable in Travancore.

(8) Opening Schools of Commerce in every taluk of the State, and, if possible, including Commercial subjects in the curriculum of studies in schools.

(9) Sanctioning the construction of additional landing ghats in the Alleppey Commercial Canal at Government expense or allowing people themselves to build as per Government estimates.

(10) Constructing a bridge at Chungam in view of the large volume of commerce in that part of the town of Alleppey, which is the most important commercial centre in Travancore.

(11) Sanctioning the storage of paddy in the Sircar godowns at Alleppey free of rent for 8 days as previously.

(12) Making breach of trust cases cognisable by the Police.

(13) The formation of a body called the Port Trust to advise the Port Officer.

(14) Storing dutiable articles in customs godowns without limiting period.

(15) Deepening the Commercial Canal during the summer months.

*Dewan's reply.*—The suggestions of the Member are noted for consideration.

### 22. Seaports in Travancore.

*Mr. S. Subramonia Pillai* (Member, Trading Classes, Nagercoil) said that the poor economic condition of the people was due to the lack of commercial enterprise among them, that it was the duty of the Government to afford facilities for trade and that it was gratifying that the Government had opened many convenient roads to facilitate trade by land. As regards sea-borne trade, the people could count upon five ports, namely, Alleppey, Quilon, Trivandrum, Colachel and Srimulapuram.

LIBRARY ARCHIVES Kerala Legislative Assembly

The first four were not approachable during the monsoons, while the last, namely, Srimulapuram, containing a natural bay, was capable of harbouring ships of any size and capacity throughout the year. There was historical evidence to show that the Dutch merchants had anchored their vessels at that port and carried on business. The Government did not pay any attention to it until the time of Dewan K. Krishnaswami Rao, C. I. E., who first established a Chowkey there and called it Leepuram Port and afterwards Cape Comorin Port, but no further attention was paid towards the development of the port. From the history of the seaports in the world, it could be gathered that almost all of them were developed in the beginning by the Governments concerned. The Member, therefore, prayed that, like other civilised Governments, the Government might be pleased to improve the usefulness of the port. Two limited Companies had already been started with the main object of trading through that port, namely, the Cape Comorin General Traffic Company, Ltd. and the Cape Comorin Coast Trading Company, Ltd. The Member submitted that they should be given suitable encouragement. Bearing the fact in mind that the Cape was also a celebrated place of pilgrimage, the Member asserted that the first step to be taken by the Government was to connect the Port under reference with the Capital by railway and added that, though there was no immediate prospect of its being carried out owing to the financial stringency, the matter should not be left in the background when the proper time came. In conclusion, the Member said that the Srimulapuram harbour would prove the salvation of Travancore.

*Dewan's reply.*—Noted.

### 23. Improvement of the Port of Colachel.

*Mr. Ernest J. Smith* (Member, T. I. C., Colachel) said that, though the Government had promised, in G. O. No. S. R. 2859, dated 19th December 1913, to construct a small jetty or pier for the port at Colachel, nothing was done in that direction, that, on account of the want of such a pier, the trade of Colachel and of South Travancore generally as regards exports and imports was very seriously affected and the merchants were badly handicapped, that the port needed a small pier to surmount the difficulty of loading and unloading boats through the surf and that the steamers did not call at the port as the quantity of cargo given them was very small. If improved facilities were afforded by adding a small pier at the port, steamers could be given better work and the port would rise fast in importance. If the construction of the pier was delayed, Colachel as a port would lose its standing entirely.

The Member also said that the roads in the town and the one leading to the Monazite factory were in a most deplorable condition and greatly interfered with the transport of cargo for shipment at the port.

*Dewan's reply.*—Noted.

### 24. Outlet Port.

*Mr. Charles Hall* (Member, South Travancore Planters' Association) said that two years ago the then representative of the Association very lucidly put before Government a proposition for the establishment of a harbour at Quilon. The proposition, he believed, was favourably received by Government and since then the matter had been before Lieutenant-Commander Kelly, Government Port Officer, who reported very favourably on the opening up of the Neendcarai Bar. He urged that, if the larger scheme could not be taken in hand, his modified scheme was all he asked for at present. He maintained that it would cost Government very little indeed to have that bar made navigable and requested that the work be taken in hand at once, for, Quilon would then have a small port at small cost with better shipping facilities than either Cochin or Calicut. There could be no question that the money spent would be well spent, besides being the means of bringing considerable revenue to the Government Exchequer. One Firm alone, he continued, imported dutiable goods into the State to the extent of Rs. 10,00,000 yearly, but, on account of lack of shipping facilities, had to bring those goods through the British Ports of Cochin and Tuticorin. The revenue from that alone, a duty of 5 per cent *ad valorem*, amounted to

LIBRARY ARCHIVES Kerala Legislative Assembly